# TRANSEND

September, 2010

A magazine for employees, retirees and stakeholders of the Arizona Department of Transportation

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# A Messes firom ADOT Leacers III Jennifer Toth, Assitant Director, Multimodal Planning Divison

Most of us like having choices in our lives. But do we really need dozens of varieties of toothpaste, or snack chips seasoned with every exotic flavor imaginable, or the supposedly 87,000 drink combinations available at Starbucks? (I might say "yes" to the latter.) Sometimes, the sheer number of options overwhelms us

But, one area in which having options makes sense is transportation. People today want access to a full range of transportation modes – including improved roads, bus, rail, air, walking, and biking. In transportation parlance, we want a "multimodal" system.

For decades, the gasoline-powered engine has been king of the mode with a reign driven by low gasoline taxes, a powerful petroleum industry, demographic patterns, and car-friendly transportation networks. But things are changing.

Multimodal thinking has gained prominence and continues to grow largely due to national reductions in energy consumption (rising gas prices and increased fuel efficiency), shifting demographics, transportation funding challenges, smart-growth policies, and the need for environmental sustainability.

One can see the shift in terms of funds devoted to multimodal projects. For example, in the past

10 years, state DOTs have used \$5.2 billion to fund bicycle and pedestrian programs across the nation, almost \$1.125 billion in FY 2009 alone. In 2007, states invested \$13.3 billion on transit projects, compared to federal funding of \$10.7 billion.

In Arizona, we can look to several communities as models of multimodal success. Tempe stands as a great example of an urban community that has and uses all modes, including roads, light rail, bikes, pedestrians, transit, and air. Flagstaff is an example of a more rural community that uses all modes as well.

The future of ADOT as a multimodal agency will center around the same modal options, but on a statewide scale. We are studying an intercity rail system between Phoenix and Tucson that would be a critical element in developing Arizona's Sun Corridor (an emerging mega-region expected to stretch from the Mexican border to Prescott by 2050) as well as in connecting the region, the state, and eventually the country. (Think Tucson, to Phoenix, to Los Angeles.)

Historically, transportation planning and design has been a top-down process with planners and designers creating transportation projects based on their own assumptions of what is best for the "public."

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# TRANSEND

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### The I-10 'Final Mile' Deck Park Tunnel celebrates 20 years of service

#### By John C. Tucker, Editor

Mike Zimnick still owns a commemorative T-shirt from the grand opening of the "Final Mile" of Interstate 10 in downtown Phoenix on Aug. 10, 1990. And while the T-shirt might not be a collector's item, the project it celebrates represents a pivotal event in Zimnick's career as well as in the history of the Arizona Department of Transportation. Transend recently caught up with Zimnick and two others involved in the construction and operation of the Deck Park Tunnel as the Final Mile reached its 20th anniversary.

The Final Mile sewed up the last remaining break in a 2,460-mile-long roadway connecting the Pacific and Atlantic coasts, between Santa Monica, Calif., and Jacksonville, Fla. The project took the form of a series of side-by-side bridge decks, a city park, and a tunnel (hence, its more common name, the I-10 Deck Park Tunnel). The Final Mile, more than 30 years in the making, also broke new ground in engineering and construction techniques.

Zimnick was a transportation engineering specialist from ADOT's Engineers In Training program

when he first set foot on the Deck Park Tunnel construction site. His duties included supervising inspectors, managing manpower, and completing the mountains of required paperwork for a project of this size.

"It was a real interesting project; one of the first projects where we [ADOT] brought in outside designers to work out some of the technical challenges," Zimnick says.

The path of the Final Mile lay between two historic neighborhoods. Designers came up with an innovative plan to limit the impacts on the communities. Builders dug out the freeway's path, put in a 10-lane roadway, covered the top of the road with a deck made up of 19 side-by-side bridges, created a tunnel, and then built a 30-acre city park (Margaret T. Hance Park) on top of part of the deck. The multiple projects that compose the Deck Park Tunnel took more than five years to complete and cost an estimated \$700 million.

"This was probably the most important project that I've helped build and one of the most complex,"

says Perry Powell, the resident engineer on the job. He remembers being awed by several of the innovations on the project.

"The lighting system was specially designed by General Electric for the tunnel, and the ventilation and controls were also very advanced for the time," says Powell, now working as a senior construction engineer for PB Americas.

"The lights and fans adjust to the traffic [conditions] in the tunnel. They only draw as much power as needed to provide a correct environment. By not running the lights and fans full blast all the time, it saves money and reduces pollution. We didn't think of it at the time, but we were being green ahead of our time," Powell says.

The Deck Park Tunnel featured other innovations in landscaping and aesthetics, soundproof walls, an elaborate drainage system, and high-tech monitoring systems that included a control room, the forerunner of ADOT's high-tech Traffic Operations Center located off of I-17 in Phoenix



Photos of the I-10 Deck Park tunnel construction (circa 1990)



Ed Walsh joined ADOT in 1989 as an electrical inspector, and he helped oversee installation of the tunnel's electrical system. He had worked on many big projects in the Valley, including the Palo Verde

Nuclear Generating Station, but the Deck Park Tunnel stands out in his memory.

"This was unique because it was in the center of Phoenix; there was a lot of

manpower and equipment moving around. It felt like the dynamic of Phoenix was changing. I was glad that the park was going to be built so that the neighborhoods would not be split," says Walsh, who retired from the agency in 2008 before recently returning as a supervisor in highway operations.

Zimnick admits to feeling a little nostalgic whenever he drives through the tunnel.

"I was glad that the park was going to be built so that the neighborhoods

would not be split."

"When I drive it with my kids, I always tell them that 'I helped construct this at the beginning of my career,' "he says.

While Zimnick's career has grown, his waist hasn't. His Final Mile T-Shirt still fits him 20 years later.

Note: ADOT Spokesman Doug Nintzel contributed to this article.

#### Multimodal (Continued from page 2)

Today's technology gizmos – from smart phones, to GPS systems – are enabling planners to tap rich stores of information from the bottom up. They can observe how people actually live and move about and then design multimodal transportation solutions suited to the needs of the individual community or region. The days of one-size-fits-all projects for transportation are gone. Understanding where people want to go proves to be just as important as considering how they get there.

People need access to transportation services to get to work, home, the doctor's office, school, shopping centers, and recreational sites. Linking transportation and land-use planning improves

"The days of one-size-fits-all projects for transportation are gone."

access to public transportation services and creates walkable and bikeable communities that in turn can help foster more livable communities characterized by affordable housing, good jobs, a healthy environment, and strong schools.

A multimodal approach also has the potential to reduce our dependence on foreign oil, and to lower harmful carbon emissions. Level of Service is now being applied to modes other than highways. Some areas have developed a mode hierarchy as it relates to green transportation. Walkways are ranked as the most green followed in order by bicycle routes, public transportation, multiple-occupant vehicles, and lastly, single-occupant vehicles.

As we strive to ensure that our transportation systems meet the challenges of the 21st century, Arizonans need a multimodal model that supports energy, environmental, and livability goals for all citizens.

# Hoover Dam Bypass gets high marks!



Pictured above: The Hoover Dam Bypass, named the Mike O'Callaghan-Pat Tillman Memorial Bridge, includes the largest concrete arch in North America. Crews are completing the connections to the bridge approach sections built by ADOT and the Nevada DOT. The Federal Highway Administration plans to open the bridge in November. A public celebration is scheduled on Oct. 16. More information about the event is available at <a href="https://www.CelebrateHooverBridge.com">www.CelebrateHooverBridge.com</a>.

Pictured Below: A view of Hoover Dam and Lake Mead from the pedestrian walkway along the deck of the soon-to-be opened Mike O'Callaghan-Pat Tillman Memorial Bridge. The bridge deck is 1,900 feet long and is nearly 900 feet above the Colorado River. The bridge project includes a pedestrian parking area, walkway, and interpretive plaza that will facilitate access to bridge. Total cost for the Hoover Dam Bypass, including bridge approach sections in Arizona and Nevada, is \$240 million.

Photos by Doug Nintzel





# Kingman District employee travels to Tanzania on volunteer medical mission

DOT's Gary Mineer faced a mixture of joyous greetings, struggling facilities, natural beauty, and severe poverty when he and the medical-volunteer group to which he belongs visited the east African nation of Tanzania last July. A Tanzanian driver and a guide/translator helped the group get around and communicate.



Gary Mineer with a student from Tumaini Jr. School

Arriving in a Masai settlement, the Kingman-based group named Live Now was greeted with songs by villagers and told a baby had been born the night before. The Arizonans visited the hut where the child was born.

"Inside it was very dark, and the only ventilation was a small opening in the wall and a small window," Mineer recalled in an interview.

"A small fire was burning, but the hut had neither flue nor chimney to allow the fumes to escape," he continued. "Members of our group were allowed to hold the baby while the grandmother watched. We were told that mothers are allowed porridge only once a day during pregnancy to prevent the baby from growing too large and possibly complicating the delivery."

Besides Mineer, the Live Now team included a teacher, a physician, and two nurses, one of whom is Mineer's wife, Karol.

Later, villagers showed the Live Now group a vacant building that they hope one day will become a hospital for the Masai tribe members.

On another drive, Mineer recalled, "We came across a small boy named Willie driving a herd of cattle to the next village. He appeared to be one of the many children in Africa who need medical care for a variety of eye problems, many of which cause blindness if left untreated."

At the next stop, Mineer and his group visited the Kilimanjaro Centre for Community Ophthalmology, located in Moshi at the base of Mount Kilimanjaro. The KCCO provides eye care services, ophthalmology training, and blindness-prevention resources to Tanzania and other eastern African countries. While there, four members of the Live Now group served as control subjects in an experiment investigating trachoma, a bacterial infection that causes blindness.

The next destination was the Tumaini Junior School in Karatu. Along the way, Mineer witnessed people washing clothes "in any body of water they could locate, muddy or not. Water containers were also being filled from the same water sources." The Tumaini Junior School maintains an English-based curriculum, but the students sang for the group in French, Swahili, and English.

Mineer, who works in facilities maintenance in the Kingman District, paid particular attention to the school building. "It was in a concrete building with no roof in many places, creating problems during rain and windstorms. The second floor was in progress, but a lack of funds has prevented it and a third floor from being completed."



Willie, a young cattle herder, whom Mineer met on his journey. Photo by Gary Mineer



The next scene — a medical center established by the Foundation for African Medicine and Education, or FAME, — was a place of great hope. The center focuses on improving the quality and accessibility of medical care in Tanzania and making a difference in the day-to-day lives of the Tanzanian people.

Victoria was broken. Drilling a well will cost \$18,000 to \$20,000, Mineer said, noting that asbestos in the roofing materials prevents the hospital from collecting rainwater.

The facility maintains a shop where prostheses are



Live Now volunteers visit a Masai village. Photo by Gary Mineer

"On a tour of the grounds we learned that FAME is working to become self-sufficient with vegetable gardens and solar panels," Mineer said. "All of the buildings are designed with skylights and low-energy needs. We were also told there were problems with elephants raiding the tomato plants in the center's garden. Masai warriors have been brought in to patrol at night and to try to keep the elephants at bay."

The Live Now group, finishing its tour to identify health care and education needs and to deliver medical supplies, finally arrived in Sharati. There, the hospital had been four months without running water because the pump or pipeline from Lake

manufactured. Workers use a native wood that is extremely lightweight and can be carved by hand instead of relying on scarce and costly power tools.

One of the final scenes of the trip played out quickly, Mineer said. "While we were in the maternity ward a motorcycle pulled up at the door with three people on board. One of the riders delivered a baby ten minutes after her arrival."

Mineer and four others associated with the Kingman group spent 10 days in Tanzania, touring facilities to identify education needs, assess healthcare needs, and deliver medical supplies to the facilities they visited.



Live Now volunteers deliver medical supplies to Sharati Hospital staff. Photo by Gary Mineer

"We delivered five duffel bags, each filled with about 50 pounds of medical supplies," Mineer said. Supplies included drugs, IV supplies, bandages, and suture kits.

The group conducted several fundraisers in Kingman in late June early July to raise funds for the medical supplies and to help defray travel costs.

Getting around Tanzania was not always easy Mineer commented. "Most of the roads are very narrow with very little room to get by other vehicles. Some of the roads in the larger towns were paved but many were dirt." Bicycles, motorcycles, ox carts, and walking are the most common means of transportation, he added.

According to the Live Now website, www.livenowinc.org, the organization is planning a mission for Tanzania for spring, 2011.

Mineer said, "Our next step for Live Now is to evaluate our findings and then match the needs with doctors who have shown an interest [in volunteering]. It looks like a surgical team will be needed; thus we will pull together the components required to perform the function."



# For safety's sake: Conner embraces Enforcement and Compliance Division

#### By Larry Clark, MVD Program Support

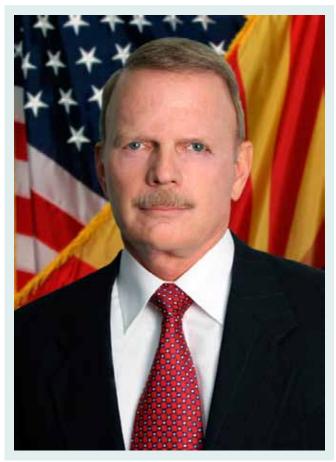
During his 35-year career at the Department of Public Safety, Terry Conner worked closely with ADOT on a variety of issues. Now, his role has flipped around for him. As director of ADOT's new Enforcement and Compliance Division, Conner will make the most of relationships developed at DPS.

"It's a great opportunity for building on what has already been done and moving to the next level and beyond," says Conner, who began his new duties in late July. He retired from DPS in 2007 as a commander.

The Enforcement and Compliance Division consists of three programs that formerly were housed at MVD. All three carry out high-profile activities with a common public-safety theme.

One program, Motor Vehicle Enforcement Services, directs operations at Arizona's ports of entry, where vehicles coming into the state are weighed and inspected to ensure they meet highway safety standards. The program also deals with registration-compliance issues to make certain that people who live in Arizona properly register their vehicles in the state.

Another unit, the Executive Hearing Office, conducts administrative proceedings in which judges can take action against drivers who potentially pose a risk to others. The judges can restrict or revoke driving privileges by a variety of means, including license suspension and revocation, and also through the use of ignition-interlock devices. In addition, the office conducts hearings on a variety of other topics,



including business licenses, tax issues, and motor-carrier safety.

The Office of Inspector General investigates fraud, including the unlawful use of titles and driver licenses. Conner says he plans to do more odometer-fraud investigation in the future. OIG also serves as the ADOT Internal Affairs Unit, investigating potential corruption within the agency.

Conner is excited about using technology to create efficiencies in the division. "We have a lot of possibilities with new technology to enhance and streamline the movement of people and goods through the state."

Enforcement and Compliance staff will put that technology to good use. "Employees will have opportunities for personal and professional development leading to advancement within the organization," Conner notes. "We want to have a smarter, more efficient operation at less cost to taxpayers."

Such an operation, Conner says, can only be accomplished by cooperation. "In this job it's important to work with others, and we look forward to strengthening our partnerships with law enforcement and industry."

A lot of Enforcement and Compliance Division activity supports law enforcement's mission. Conner says that's a good thing. "We have the ability to work with and support law enforcement and educate and interact with the motor-carrier industry to facilitate the safe movement of goods on Arizona highways."

At DPS, Conner says, he considered ADOT a great partner. Now, he sees an even brighter collaborative future for the two agencies, one that he will help shape as he works with ADOT from the inside.



# Registering to vote is 'EZ' in AZ by going online

VOTED

By Larry Clark, MVD Program Support

As the 2010 election season unfolds, tens of thousands of Arizona residents have discovered the convenience and simplicity of registering to vote through the EZ Voter registration service available through the Motor Vehicle Division's ServiceArizona website.

Arizona became the nation's first state to allow online voter registration in 2002. Today, more than 70 percent of registrations are processed electronically through the EZ Voter system.

"Each user is authenticated through MVD records," explains Thomas Opalka, manager of MVD's E-Government Program. "The completed form and digitized signature image from their driver license or state-

issued identification card are transmitted electronically to the Secretary of State's office and then [forwarded] to the appropriate county."

Customers receive confirmation and there are no manual processes, so EZ Voter is accurate, timely, secure, and private.

Registering to vote can still be accomplished in person at MVD field offices. When customers apply for a driver license or ID card at a field office, a customer service representative will ask them if they are registered to vote, and if not, would they like to register? If they say "yes," their information

is sent electronically to the Secretary of State's office. Customers don't have to complete additional paperwork.

> "Electronic registration is easy for the customer and the counties save money," says Opalka. In Maricopa County, the processing cost for an electronic registration is approximately three cents compared to 83 cents for paper.

There have been more than 2.7 million registrations completed electronically in Arizona since EZ Voter began as a joint project between the Arizona Secretary of State's office and MVD. Now, online voter registration is spreading to

other states. For many years, Arizona was the only state to allow it.

In 2008, Washington became the second state in the United States to offer online voter registration. Since then, Kansas, Oregon, Indiana, and Colorado have joined the movement and several more states are in various stages of implementing the system.









# Arizona Highways magazine: September 2010 issue

Highlights of the current issue include:

 A Goldwater Family Album: Long before he surfaced as a national political figure, Barry Goldwater was an accomplished photographer whose images often appeared in the magazine. Now,

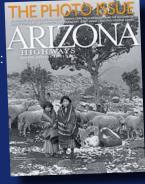


photo editor Jeff Kida has assembled a Goldwater portfolio drawn from the family archives.

- All Dressed Up: The Hopis wear spectacular clothing at their ceremonies, which rarely are open to photographers. John Running is one of the lucky ones.
- Bridging the Gap: For 75 years, driving across
   Hoover Dam on the Colorado River between
   Arizona and Nevada was a scenic, slow-going
   experience. This fall, driving over the dam
   becomes a thing of the past when a bridge opens.
- Hike of the Month: A trail beginning at Lockett Meadow in the Inner Basin of the San Francisco Peaks is as good as it gets when autumn rolls around. The amber explosion of the aspens is incredible.

Articles, photographs, and subscription information are available at www.arizonahighways.com.

Be sure to check out the magazine on Twitter and Facebook, and sign up for the Arizona Highways newsletter at: www.arizonahighways.com/static/index.cfm?contentID=1027.

Arizona's EZ Voter has been updated and improved over the years. A new feature launched in June enables people to add their name to the Permanent Early Voting List (PEVL) and receive a mail-in ballot for each election they are eligible to vote without having to request one each time.

A recent Pew Charitable Trusts study of the online voter registration programs in Arizona and Washington found plenty to like. A study author wrote, "This technological step forward represents a new opportunity in voter registration, increasing the ease and efficiency of voter registration for the general public."

Arizonans agree, as these comments from ServiceArizona EZ Voter users suggest:

This is a wonderful, easy way to register to vote. No one should complain about not being able to vote when you've made it so easy to register online. Thank you.

Great work, I'm out of the country right now and it was incredibly convenient to be able to register to vote online.

This is a great and simple way to get people active in the political process. It couldn't be easier and it certainly takes the guesswork out of getting this important process completed.

I have never registered to vote and am proud to do so now. Thank you for a positive experience.

# **DEADLINE** for the October 2010 issue

Submit articles and photographs for the October issue to jtucker@azdot.gov no later than September 24, 2010.

As registration deadlines draw near, EZ Voter gets busier, but there are never any lines. The one-day record was nearly 40,000 registrations on Oct. 6, 2008, the final registration day for the 2008 general election.

For more information on voter registration, visit the Secretary of State's website at www.azsos.gov. Register online at

servicearizona.com/webapp/evoter/

# ADOT employees "act out" in training video



ADOT stars Jason Carlson, Gabby Gonzalez, Michele Beggs, Teresa Welborn, and Rod Wigman "take 5" to pose during an ADOT training video on the Beeline Highway.





The Paradoxical Commandments appeared in the Josephson Institute of Ethics commentaries in August. According to Mr. Josephson, good decisionmaking is based upon what we do and say, plus an understanding that we are morally responsible for the consequences of our choices.

Given the current stress in the world, workplace, and home life, it seemed quite fitting that the commandments also be a subject for this month's Ethics Corner.

In 1968, when Kent M. Keith was a 19-year-old sophomore at Harvard, he wrote the Paradoxical Commandments as part of a booklet for student leaders. He describes the commandments as guidelines for finding personal meaning in the face of adversity.

As you read them, think back to situations here at ADOT in which you have expressed thoughts or uttered statements very similar to those in the first sentence in each commandment. How did you react — what did you choose to do? Would you do the same thing today? Keep in mind that our choices reflect on ADOT and help or hinder the agency's ability to carry out its mission.

By pairing directives that seem to contradict preceding statements, the Paradoxical Commandments remind us that we are capable of rising above common practices that demean our nature and our culture.

To learn more about Dr. Keith and his work, visit www.kentmkeith.com.

#### **The Paradoxical Commandments**

by Karen Mills, Special Projects

#### PARADOXICAL COMMANDMENTS

- 1. People are illogical, unreasonable, and self-centered. *Love them anyway.*
- 2. If you do good, people will accuse you of selfish, ulterior motives. *Do good anyway.*
- 3. If you are successful, you will win false friends and true enemies. Succeed anyway.
- 4. The good you do today will be forgotten tomorrow. *Do good anyway.*
- 5. Honesty and frankness make you vulnerable. *Be honest and frank anyway.*
- 6. The biggest men and women with the biggest ideas can be shot down by the smallest men and women with the smallest minds.

  Think big anyway.
- 7. People favor underdogs but follow only top dogs. Fight for a few underdogs anyway.
- 8. What you spend years building may be destroyed overnight. *Build anyway.*
- 9. People really need help but may attack you if you do help them. Help people anyway.
- 10. Give the world the best you have, and you'll get kicked in the teeth. Give the world the best you have anyway.



# New operations director in MVD had front-row seat for Hurricane Katrina

#### By Cydney DeModica, MVD

Thursday, Aug. 26, marked the five-year anniversary of Hurricane Katrina, the devastating storm that slammed the Gulf Coast and destroyed large parts of New Orleans and neighboring towns. ADOT's new Operations Director Charles "Chuck" Saillant had a frontrow view of the damage in New Orleans, and he still is haunted by the memories.

At the time, Saillant worked for JPMorgan Chase Bank, which closed about 40 of its bank branches in



the wake of hurricane damage and flooding. Saillant was put in charge of redeploying the bank's New Orleans cash services employees, setting them up in safe and dry work sites until their original site could be reopened, a lengthy process. The bank kept its employees on payroll during the crisis and encouraged those who could to return to work as soon as possible.

Saillant also learned the true meaning of "filthy money" as he oversaw the counting, packaging, and depositing of millions of dollars of contaminated currency retrieved from flooded bank branches by hazmat teams. "Cleaning and counting muddy change was a big challenge" Saillant recalls, "but the real challenge was in trying to accurately count soaking wet bills!"

He could easily have been a contestant on a "Survivor" program, as he spent three months living in fairly primitive conditions on the 8th floor of the famous W New Orleans Hotel, located in the French Quarter. The hotel had power and air conditioning but the elevators were broken and food and drinking water were scarce. On several occasions, Saillant's dinner consisted of Hot Tamales candy, compliments of a leftover candy dispenser in his hotel room.

Saillant's career includes work in almost all aspects of banking and finance. His specialities, however, are technology, security, and efficiencies. His extensive experience in those disciplines will complement ADOT's focus on improving agency efficiencies.

Saillant, currently responsible for MVD's Customer Service and Competitive Government Partnerships programs, says, "I have been very impressed with the dedication, professionalism, and friendliness of the MVD team and the shared vision that exists throughout ADOT. I relish the opportunity to help contribute to the future successes of the agency and division"

The Customer Service program includes more than 50 offices, and its employees serve more than 4 million walk-in customers and complete more than 4.8 million transactions annually.

"I look forward to traveling to all corners of the state, visiting many of the MVD and ADOT locations," Saillant says.

MVD's Competitive Government Partnerships program coordinates private sector initiatives to offer customers alternative options for receiving MVD services and additional services mandated by statute. They include ServiceArizona, MVD's award-winning customer service website, which features more than 50 services for the public and businesses. The Third Party program gives private companies the opportunity to offer MVD title and registration and driver services. There are more than 140 locations statewide. In addition, CGP provides licensing services for Arizona vehicle dealers and manages electronic access to MVD records for authorized government and commercial users.

Born in the Philippines but having grown up in Arizona since age two, Saillant considers himself a native Arizonan. He and his wife, Anna, are raising sons Brady and Jonathan. He enjoys bicycling and hiking and is a veteran of five hikes in and out of the Grand Canyon.



### A webinar thing happened on the way to the forum ADDT Leadership Network

By John C. Tucker, Editor

hy not get it straight from the top? Each month at the ADOT Leadership Network Forum, you can hear ADOT leaders address current agency topics, answer questions submitted by employees, and recognize individual and team accomplishments.

"You are hearing the information from the main sources, not after it has been massaged a few times [from] mouth to ear," said John Trojanovich, Southern Region equipment manager and an ADOT employee for the past 49 years.

Eight-year employee Lisa Balda had never attended a forum before last year, but now she's a regular at the ALN Forums. "It's a good opportunity to listen to ADOT leaders and find out what's going on," the Prescott District administrative services officer said.

Until recently, it would have been difficult for employees like Balda to attend. When the ALN was formed in 1995, the group's primary mission was to improve communications within the middlemanagement ranks at ADOT. Managers, supervisors, and leads from across the state would come to Phoenix each quarter for the forums, which typically ran from 7:30 a.m. to noon. Attendees from more far-flung districts faced long drives and possibly overnight lodging.

That all changed last November when ADOT Director John Halikowski, ALN sponsor Matt Burdick of Communication and Community Partnerships, and the ALN Steering Committee met to brainstorm the best ways of spreading important agency information to the largest number of employees possible. They decided to continue the



Matt Burdick of CCP emcees the monthly ADOT Leadership Network Forums where agency leaders address current topics, recognize employee accomplishments, and answer questions.

ALN forums but with some key changes. First, they increased the frequency of meetings, from quarterly to monthly forums. Second, they shortened the meeting duration from four hours to an hour and a half. Third, a panel made up of division directors and assistant directors would lead the forums. Finally, the group decided to make forums available in a webinar format.

Webinars allow users to virtually attend meetings using a computer login and Internet connection. Instead of travelling to the forum location, participants access a website to hear the meeting presentations and to view PowerPoint slides.

Webinars can reduce travel costs, and require less meeting space — nowadays, the ALN Forums are usually held in the ADOT Auditorium in Phoenix,



which seats about 100 people. Employees can download an audio file of a forum and listen to it at their own convenience.

"With budget cuts and staffing reductions, the Web format creates an immense convenience reaching out to all corners of the state," said Darrell Bingham, a manager in the Traffic Operations Center and ALN Steering Committee member.

"It's the next best thing to being there," Balda said of the webinar way. "You can't beat saving four hours of drive time [average drive time from Prescott to Phoenix and back]. It's a huge efficiency and cost saver."

ADOT leaders also decided to open the forums to all ADOT employees, provided they have permission to attend from their manager or supervisor.

"I always invite my staff to sit in for the webinars," Trojanovich said, "and also any other ADOT employees that are present at the time of the meeting are welcome, too."

The ALN organizers encourage the audience to attend the webinars in groups to save on connection costs and reduce bandwidth use. A variety of conference rooms are available for each forum. For a list of potential conference rooms, click: http://adotnet/aln/ALN-ConfRms.asp

"Technically, there is a lot more going on behind the curtain during the actual forum than there used to be," Bingham said. He and other ALN organizers put in several hours the day before and the day of the forum, setting up, testing, and monitoring the computers used to orchestrate the webinar. Earlier this year, they recruited Mike Blog from the Information Technology Group to join them as a member of the ALN Steering Committee to assist with technical issues related to the webinars.

Recent Retirements
firom A DOT
Lupe A. Almanza
Riley Thomas Balenquah
Phillip R. Carpenter
Terry Zane Evans
Eddie L. Faultner25 years ITD, Flagstaff District - Williams Maintenance
Lynn R. Glover

Bingham said the pluses from the new format far outweigh any minuses. "The feedback I've gotten from people is that they really appreciate being able to attend online and they especially like being able to ask questions and get them answered honestly."

Trojanovich agreed. "With all the uncertainty and changes that are taking place, the employees seem to be more at ease knowing and hearing what is being said directly from top management."

Alfred D. Latkowsky	rs
Richard D. Lira	rs
David A. Lyons	rs
Phyllisann B. Miklos	rs
Larry D. Newhouse	rs
Paul V. Patane	rs
William "Skip" Robertson 29 year ASD, Mail Services	rs
Rebecca W. Stepteaux	rs
Deanna Velasquez	rs

# ADOT Leadership Network ADOT Leadership Network Webinar, Sept. 14

The next ADOT Leadership Network Webinar will take place on Tuesday, Sept. 14, from 8:30 to 10 a.m. Topic: State of the Agency (High-level overview of divisional changes).

Be sure you have your manager's or supervisor's permission before signing up at http://adotnet/aln/





#### McGuireville Interchange makes 'unbelievable difference'

The new ramps look terrific and are working out great. Many nice things are being said around the community about the super work that ADOT and the contractor did on this job. It just makes an unbelievable difference in getting on and off the freeway here!

The Prescott ADOT Division has supported this area through all our angst with both wanting the improvements and dreading the construction. There aren't enough words to express how much the completion of this project means to the Beaver Creek area.

 Janet Aniol, President Lake Montezuma Property Owners Association/Transportation Chair, Beaver Creek Regional Council

# Highway operations techs help motorists

Dealing with car troubles on the highway is never fun, but when problems occur during the summertime in northwestern Arizona, even the relatively simple act of fixing a flat tire can be a health risk.

Leonora Morrell of Lake Havasu City and Ron Ericson of Bullhead City, who experienced flat tires in separate incidents in August, are thankful that two ADOT employees came to their aid. Highway Operations Tech Larry Goodwin (Needles Maintenance Org) helped Morrell after she blew a tire on Interstate 40 between Kingman and the California border. In a phone call to Goodwin's boss, Morrell told how Goodwin provided her with cold drinking water and waited with her until a tow truck arrived. She called Goodwin a "credit to ADOT" and enthusiastically thanked him for stopping to help.

Jeff Baumeister, a highway operations tech from the Needles Maintenance Org, saw Ericson's disabled vehicle on State Route 95 near Interstate 40 and pulled over to help. He gave drinking water to Ericson and then changed the tire for him. "It was a very hot day, and I had just had major surgery," Ericson said in a phone conversation. "Without his help, I would probably still be there. His assistance with this situation was above and beyond. He helped me do the job I could not do, and it really blew my mind," Ericson said.

# 2010 State Engineer Award winners recognized

Winners of the 2010 State Engineer Awards were recognized at the August ADOT Leadership Network Forum. The awards are given annually to Intermodal Transportation Division employees who "demonstrate exemplary service to the division." Categories include employee of the year, supervisor of the year, and manager of the year (two managers shared the award this year.)

#### **Employee of the Year**

**Korina Lopez** from Joint Project Agreements in Phoenix won top employee honors. Co-workers mentioned the "the pride she takes in her work, the leadership and confidence skills she shows when representing the division, and her belief in going above and beyond the call of duty." Lopez also

won praise for creating templates that the JPA staff use for American Recovery and Reinvestment Act reporting, working with the Attorney General's Office on contract language, and ensuring that high-priority projects in the JPA office are completed on time.

#### Supervisor of the Year

Frances Perkins, maintenance supervisor from the Holbrook District, was chosen as the 2010 Supervisor of the Year. Co-workers described Perkins as an "exceptional leader and communicator" who excels at building strong ties with departments inside and outside of ADOT. Perkins, who recently retired after a 30-year career with ADOT, received special praise for "outstanding emergency response and incident command during the blowing dust and high wind (storms) that forced six I-40 closures in the past year."

#### Co-Manager of the Year

Wendy Terlizzi, Water Quality Group Manager received a Co-Manager of the Year Award. "She's thrown herself energetically into establishing and maintaining ADOT regulatory compliance and policy guidance for the Water Quality Program," one co-worker wrote of Terlizzi. Another wrote, "She recognizes her actions have long-term positive consequences for ADOT by fostering organizational changes and promoting environmental stewardship."

#### **Co-Manager of the Year**

Randy Routhier was chosen as the Co-Manager of the year for his "outstanding work ethic and contributions to ADOT." Routhier is well-known within ADOT for his teaching skills. He provides instruction in math (all levels), permits, and highway-plans reading to employees in the Holbrook, Flagstaff, and Globe Districts.





Employees attaining milestones for years of service, according to Human Resources.

This list of Service Awardees recognizes employees who will reach service milestones this month.

# 40 Years

**George K. Chin,** ITD, Phoenix Regional Traffic Engineering

# 30 Years

**Kathleen B. Decker,** TSG, Motor Carrier & Tax Services **Nidia S. Gonzales,** TSG, Application Solutions **Jill R. Sutton,** Enforcement Compliance Division (ECD),

# 25) Years

Topock Port of Entry

Richard P. Vint, ITD, Value Analysis Section Michael A. Zimnick, ITD, Phoenix Construction District Headquarters

### 20 Years

Victoria D. Bever, ITD, Statewide Project Management

Samuel Chavez, MPD, 5311 Program

**Dwight E. Day,** ITD, Flagstaff Regional Lab Construction

Gloria M. Diggins, MVD, Tucson East

Larry W. Doescher, ITD, Statewide Project Management

Paula I. Gibson, ITD, Right of Way Group

Carrie M. Moore, ITD, Holbrook Construction

# 15 Years

**Donna D. Arnold,** ITD, Benson Construction Office

Michael L. Baldridge, ITD, Three Way Maintenance

Delia Bulerin, MVD, Renew By Mail

George S. Collaco, ECD, Nogales Federal Port of Entry

Richard P. Cortez, ITD, Wickenburg Maintenance

Michael A. Emery, MVD, Tucson North

Mary Beth Hakl-St. Pierre-Camacho, TSG, Motor

Carrier & Tax Services

Ella R. Hawthorne, MVD, Sierra Vista

**David A. Jackson,** MVD, South Central Region Administration

Elizabeth Jamieson, MVD, Scottsdale

Noel G. King, TSG, Mainframe Solutions

**Travis R. Legere,** ECD, Vehicle Inspection & Title Enforcement

John R. Lindley, MVD, Rules

Juan C. Martinez, ITD, Little Antelope Maintenance

**Roxanne P. Miley,** ASD, Southern Region – Equipment Services

Kathleen V. Murany, MVD, Communications

Gary B. Murray, ITD, Tucson W. Maintenance

D.J. Noriega, ITD, Globe Construction

Jose G. Padilla, ITD, Pres Regional Sign / Striping

Ernest J. Pauls, MVD, Records

Charles Remer, TSG, IFTA and Fuel Tax Services

Fernando Rios-Mata, ECD, Office of Spec Investigations

Robert M. Schwartz, MVD, West Phoenix (51st Ave.)

Donald M. Starkey, MVD, Tucson East

Belinda A. Torres, MVD, Records

Troy Walters, MVD, Third Party - Drivers License

# 10 Years

Sue L. Abendroth, MVD, Cottonwood Dual

Dawn J. Armeli-Kelley, CCP, CCP Director's Office

Novice Balz, ITD, Vision Construction

Kathy J. Brown, MVD, Surprise

Amy M. Colyer, ECD, Office of Special Investigations

Abram D. Corona, MVD, Vehicle Liability Insurance

Enforcement Insurance Unit

Douglas E. Eberline, MPD, Planning Data/GIS

Rosalie M. Gabaldon, ITD, Holbrook Construction Lab

Mario C. Garcia, ECD, Vehicle Inspection & Title Enforcement

**Martin Heinrichs,** ITD, Right of Way Project Management

Christopher M. Kinsey, ITD, Kingman Construction

Rick J. Levvas, ITD, Engineering Surveys

Julia Mahany, MVD, Sierra Vista

Office

Carrie L. McClure, ITD, Right of Way Group - Operations

Roger Morales-Perez, ITD, Engineering Surveys

Ana M. Ortiz, MVD, Nogales

Abbe A. Padilla, MVD, Records

Alfonso Perales, ITD, University Road Maintenance

Estela T. Peraza, MVD, Douglas

Gloria M. Robb, MVD, Casa Grande

Detmer M. Russell, ITD, District Bluestake

Debra A. Smith, MVD, Phoenix Northwest

Karina Soto, MVD, Tempe Dual

Jeanne K. Sunda, ITD, Flagstaff District Construction

James B. Walline, ASD, Fleet Management Operations

Cheryl K. Waters, TSG, Mainframe Solutions